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Central Intelligence Agency



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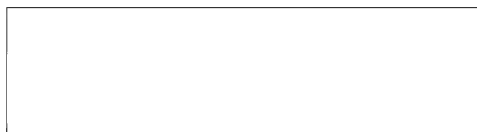
28 FEB 1984

Enclosed is a copy of the summary minutes of the fourth meeting of the CIA Traffic Advisory Committee meeting, held on 21 February 1984.

The fifth meeting of the Committee is scheduled for 2:30 p.m. on 13 March 1984 at the Virginia Department of Highways and Transportation Residence Office, 3555 Chain Bridge Road, Fairfax, Virginia.

The purpose of the meeting will be selection of the alternatives for improvements to Route 123 to be included in the Design Report of Dewberry and Davis. Members are requested to bring a preliminary ranking of the eight alternatives to assist in focusing discussions.

Sincerely,



Chairman  
CIA Traffic Advisory Committee

Enclosure

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CIA Traffic Advisory Committee Members

STAT OL/NBPO  (28 Feb 84)

Distribution:

- Orig - Lilla Richards, MCA (w/enc)
- Orig - Gloria Adams, Alt., MCA (w/enc)
- Orig - Kent A. Maxfield, Ad Hoc Cte (w/enc)
- Orig - Patricia Blood, Alt., Ad Hoc Cte (w/enc)
- Orig - John F. Byrne, Geo Wash Mem Pkwy (w/enc)
- Orig - Donald E. Keith, VDH&T (w/enc)
- Orig - Donald Bozarth, NCPC (w/enc)
- Orig - Shiva K. Pant, FFCo Ofc of Trans (w/enc)
  - 1 - bcc S. R. Conley, VDH&T (w/enc)
  - 1 - bcc Nancy Bennett, Cong Wolf's Ofc (w/enc)
  - 1 - bcc Nancy Falck, FFCo Supervisor (w/enc)
  - 1 - bcc John P. Fowler, II, Dewberry & Davis (w/enc)
  - 1 - DD/A (w/enc)
  - 1 - D/PAO (w/enc)
  - 1 - D/OLL (w/enc)
  - 1 - D/OL (w/enc)
  - ~~X~~ - OL/NBPO (w/enc) Official File

Minutes of CIA Traffic Advisory Meeting

21 February 1984

1. The fourth meeting of the CIA Traffic Advisory Committee was held at the Mclean Community Center on 21 February 1984 at 6:30 p.m. A list of attendees is attached.

2. The Chairman opened the meeting by asking representatives of the Virginia Department of Highways and Transportation (VDH&T) to explain the planned operation of the Dulles Connector Road and its impact on the Route 123 corridor. Discussion disclosed that the use of the Dulles Connector Road by non-HOV commuters will continue until the Dulles Toll Road is completed. When the toll road is opened, carpool restrictions will be reimposed on the Dulles Access Road, and the non-HOV commuters are expected to be diverted to the toll road. The toll road will have exits at I-495 and Route 123 so that current impacts being felt on Route 123 are expected to remain about the same after the toll road opens. In response to a question regarding the long-term effects of this operation, a VDH&T representative stated that the traffic forecasts prepared for the CIA Expansion Study are felt to contain a reasonable estimate of the impacts on Route 123 for the horizon year of 2005.

3. Mr. Fowler of Dewberry and Davis presented an overview of Technical Memorandum No. 2 for the CIA Expansion Study. This Memorandum addresses possible design solutions to the interchanges identified in Technical Memorandum No. 1 as requiring improvement.

4. In reference to the I-495 GW Parkway interchange, Mr. Fowler stated that they could find no workable improvements program that would make it possible to substantially increase traffic on the Parkway. By the year 2005, I-495 traffic will be at a level of service making Beltway access very limited regardless of the ramp scheme used. He subsequently stated that adding additional Beltway lanes beyond the four planned was not a reasonable solution based on experience with five and six lane operation in other parts of the United States. Because of this limitation imposed on the Parkway by the interchange at its terminus, adding lanes to the GW Parkway beyond the Route 123 interchange will not increase Parkway capacity and is not recommended.

5. Mr. Maxfield of the Ad Hoc Committee stated that he felt the current study should be expanded to address solutions to this dilemma. Mr. Fowler responded that such a solution would be outside the scope of the CIA Expansion Study since it inevitably involves solutions such as an outer Beltway that can be adequately addressed only in the regional planning process. Mr. Maxfield stated that he was unwilling to address the solution of the CIA expansion question without knowing how these regional planning problems were to be resolved since one interacts with the other. Mr. Fowler responded that the CIA Expansion Study had to be predicated on existing regional plans since there is no other reasonable basis for planning.

6. Mr. Maxfield questioned the growth rate used by VDH&T to forecast traffic conditions for the year 2005. Mr. Boseman of VDH&T responded that the

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rate of 1.5 percent reflected the historical growth rate of traffic in this general area and was considered to be the most reasonable rate for the future. Mr. Maxfield asked if this was the rate historically reflected on Route 123. No one was prepared to speak specifically to Route 123 growth, but Mr. Pant, Fairfax County, stated that growth rates of 2 to 6 percent are being observed on some commuter roads. Mr. Maxfield requested that a growth rate specific to Route 123 be provided.

7. Mr. Fowler concluded his remarks on the GW Parkway by stating that safety improvements need to be made to the CIA-Parkway interchange. CIA and Park Service representatives stated that there was agreement on this recommendation and that improvements were under design.

8. The eight alternative improvement concepts for the CIA/Route 123/Route 193 interchanges were presented next. These consist of two at-grade alternatives and six grade-separated concepts. In discussing the merits of the various alternatives, the following citizen views were expressed:

a. The majority of the citizens present expressed opposition to the planned widening of Rt.123 to six lanes. VDH&T explained that this was part of a Regional plan submitted to the State by Fairfax County and was not funded in the current six-year program of the State. One major concern with this plan is the perceived lack of capacity to terminate these additional lanes at the Parkway-Chain Bridge Road intersection. Mr. Keith of VDH&T stated that this intersection represented the limit of Virginia's jurisdiction and would require further planning by the other affected jurisdictions. Mr. Fowler pointed out that, depending on the actual traffic forecast, it may be possible to terminate three lanes at this juncture without modifying the connected roadways.

b. Citizens in communities adjacent to CIA favored realignment of inbound lanes of Route 123 toward CIA.

c. There was support for a signalized intersection at Potomac School Road as a means of improving access and safety.

d. There was concern regarding possible lighting plans for ramps. Mr. Fowler stated that none of the alternatives should require lighting.

e. There was concern for the visual impact of possible overhead signage and a request that information regarding signage be provided. Mr. Fowler stated that some rough estimates of the required signage might be possible but specific details on locations and types would occur in later design stages.

9. Mr. Bozarth, National Capital Planning Commission, questioned why some intersection designs had been qualitatively described as marginal by 2005 when the level of service analysis stated these locations would be operating at

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levels C or D. Mr. Fowler stated that the better descriptor might be marginally adequate.

10. Other pertinent information developed during the discussions follows:

a. The CIA has asked the VDH&T to schedule the start of road improvements for the spring of 1985. This timing is based on estimates of 24 months to complete road construction if ramps are required. Mr. Conley, VDH&T, stated that construction could possibly start as late as 1986 and still be completed before CIA's planned occupancy date of 1987.

b. The Chairman stated that additional funding authorization would have to be requested if the cost of the final design selected exceeds the current congressional authorization of \$3 million.

c. Some alternatives for Route 123 improvements require acquiring additional right-of-way on the Scattergood-Thorne property. The Chairman stated that the CIA would not make such a request unless Community leaders were prepared to make the case that such an alternative was the only acceptable solution. The CIA representatives believe that there are other acceptable solutions.

d. Mr. Fowler stated that approximately one month will be required to complete the design report once the selection of final alternatives is complete. This schedule presumes a timely review and approval by VDH&T.

11. Mrs. Richards, McLean Citizens Association (MCA) Representative, stated that the MCA was not yet prepared to provide recommended alternatives. She requested a delay until after 7 March to allow further discussion before the MCA Board. It was agreed that an additional meeting would be scheduled for 13 March to select the final alternatives for the design report.

12. The meeting adjourned at approximately 10:00 p.m.

Attachment:  
List of Attendees

ATTACHMENT

Attendees  
Fourth Meeting - CIA Traffic Advisory Committee Meeting  
21 February 1984

Name	Representing	Telephone
ADAMS, Gloria	McLean Citizens Association	
BENNETT, Nancy	Congressman Wolf	
BLACKMAN, Robert	VDH&T Environmental Studies	
BLOOD, Patricia	Ad Hoc Committee	
BOSEMAN, Jerry	VDH&T Transportation Planning Division	
BOYLE, James	Congressman Wolf	
BOZARTH, Donald	National Capital Planning Comm	
BYRNE, John F.	GW Memorial Parkway	
CALIFF, Lee	Senator Warner	
CAMPBELL, Lee	Ad Hoc Member, Clearview Manor	
CONLEY, S.R.	VDH&T	
DuBOIS, Joan	Supervisor Nancy Falck's Office	
FOWLER, J. P., II	Dewberry & Davis	
GODFREY, Sharon	Ad Hoc Committee-Lynwood	
GREY, Theodore	McLean Citizens Association	
KEITH, Donald E.	VDH&T	
MAXFIELD, Kent A.	Ad Hoc Committee	
McLEOD, W.	Clearview Manor	
	CIA	
	CIA	
PANT, Shiva K.	Fairfax Co Ofc of Trans	
RICHARDS, Lilla	McLean Citizens Association	
RUMPF, R. L.	Potomac School-McLean B&P Assn	
SMITH, Steve	JHK & Associates	
THEERATHADER, C. T.	Dewberry & Davis	
UMSTOTT, Paul W.	Clearview Manor	
WHALEN, M.	Evermay Community Association	

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